

## **Amendments to the Specification:**

*Please delete the subheading "Description" on page 1, immediately following the title.*

*Please insert the following subheadings on page 1, prior to the first full paragraph, as shown below:*

### **BACKGROUND OF THE INVENTION**

#### **1. Field of the Invention**

*Please amend the paragraph (section) beginning on page 1, at line 3 as shown below:*

The invention relates to a head restraint positioning mechanism for positioning a vehicle seat's seat head restraint, particularly in the case of a rear-end impact to the vehicle. ~~[[,]] with at~~ At least one impact device is arranged on a seat back of the vehicle seat and is movably connected with a dynamic connection to the head restraint. [[,]] where the The impact device is ~~essentially arranged on a seat back of the vehicle seat, located in the an~~ area of adjacent the pelvis of a passenger sitting on the vehicle seat.

*Please insert the following subheading on page 1, prior to the second full paragraph, as shown below:*

#### **2. Background Art**

*Please amend the paragraph (section) beginning on page 1, at line 24, as shown below:*

The known head restraint positioning mechanism works reliably in this regard and has proven satisfactory in practical application. The ~~constructional expenditure, however, cost of such head restraint positioning mechanisms~~ is relatively high. This is due, for example, to the fact that different parts of the head restraint positioning mechanism are separately held in a way that they can pivot and also partially because separate pivoted levers are necessary for a pivoting arrangement of the corresponding parts of this known head restraint positioning mechanism. In addition, it has become apparent that the corresponding effective levers between the individual parts of this known head restraint positioning mechanism are relatively long, so that, on the one hand, this mechanism takes up a lot of room and, on the other hand, relative larger play is necessary for the different parts of this known head restraint positioning mechanism for the corresponding positioning of the head restraint.

*Please insert the following subheading on page 2, prior to the first full paragraph, as shown below:*

#### SUMMARY OF THE INVENTION

*Please amend the paragraph (section) beginning on page 2, at line 7, as shown below:*

The object of the invention is therefore to improve the known head restraint positioning mechanism to the effect that, with a ~~constructionally~~ structurally simpler design, it simultaneously allows a positioning of the head restraint that is faster and simultaneously induced by a slighter movement of the passenger.

*Please amend the paragraph (section) beginning on page 2, at line 11, as shown below:*

~~This object is solved by means of the features of Patent Claim 1.~~

*Please amend the paragraph (section) beginning on page 2, at line 12, as shown below:*

According to the invention, the impact device presents at least one ~~constructional~~ structural unit with pressure-induced length variation. This means that when there is an impact to the vehicle from the rear and pressure is applied to the seat back by the passenger because of this, there is a change in the length of the ~~constructional~~ structural unit, which is then converted into a corresponding positioning of the head restraint via the ~~dynamic~~ movable connection with the head restraint. With such pressure-induced length variation, the impact device extends in the direction of the head restraint, whereby this length increase leads to a corresponding positioning of the head restraint.

*Please amend the paragraph (section) beginning on page 3, at line 3, as shown below:*

Different possibilities are conceivable with regard to the way in which the ~~dynamic~~ movable connection between the impact device and head restraint is formed. One possibility is a direct and preferably at least partially articulated connection between the impact device and, for example, one head restraint rod of the head restraint or even the head restraint directly. However, in order to be able to better adjust the head restraint positioning mechanism to the different vehicle seats and to be able to arrange it in the area of a seat back while simultaneously ensuring that the head restraint is securely guided by means of its head restraint rod or head restraint rods, the ~~dynamic~~ movable connection of the head restraint and impact device can present at least one guide sleeve. The head restraint rod is put at least partially into this guide sleeve. Preferably, the head restraint rod is kept inside the guide sleeve in a way that it is adjustable, in order to make possible a convenient positioning of the head restraint.

*Please amend the paragraph (section) beginning on page 3, at line 16, as shown below:*

It is possible for this guide sleeve to be directly connected to the impact device. However, in order to keep from having to use the impact device directly for holding the guide sleeve, the ~~dynamic~~ movable connection between the head restraint and impact device can continue to present a holding device for the guide sleeve. In this way, the length variation of the impact device is converted to the positioning of the head restraint at least via the holding device and guide sleeve.

*Please amend the paragraph (section) beginning on page 3, at line 22, as shown below:*

In order to be able to adjust the head restraint positioning mechanism to the corresponding length of the seat back of the vehicle seat in a simple way and at the same time to have to arrange particularly the impact device only in a lower area of the seat back, a connection element, particularly a bar-shaped one, can be arranged between the impact device and holding device. This essentially serves to provide a ~~dynamic~~ movable connection between the impact device and holding device.

*Please amend the paragraph (section) beginning on page 3, at line 28, as shown below:*

The ~~constructional~~ structural unit with pressure-induced length variation can be formed in different ways. One example is a ~~constructional~~ structural unit that, for example, reduces its extension in the direction of the passenger when pressure is applied and essentially converts it into a change in length in the direction of the head restraint. A simple realization of such a ~~constructional~~ structural unit can be seen if it is formed as an impact panel with a convex curve, particularly in the direction of the passenger. When pressure is applied by the passenger, the curvature of the impact panel is reduced and converted into a corresponding increase in length.

*Please amend the paragraph (section) beginning on page 4, at line 20, as shown below:*

In order for it to be possible to arrange the connection element in the seat back, or to arrange it on the seat back, without ~~constructional~~ structural changes, the connection element can be formed as an essentially flat profile. This means that the thickness of the connection element is relatively small in comparison to its crosswise or lengthwise dimension. Furthermore, the bar shape of the connection element results in a relatively small width in comparison to the lengthwise dimension of this element.

*Please amend the paragraph (section) beginning on page 8, at line 16, as shown below:*

It is possible that the release of the head restraint positioning mechanism occurs only one time, i.e., that practically a new head restraint positioning mechanism or at least a new ~~constructional~~ structural unit with pressure-induced length variation must be installed after a corresponding impact with release of the head restraint positioning mechanism. In this way, proper function of the head restraint positioning mechanism is ensured in all cases. There is, however, also the possibility that at least this impact device's ~~constructional~~ structural unit with pressure-induced length variation is formed of an elastically workable material, so that it completely moves back into its original form after a release of the head restraint positioning mechanism, so that it is possible to release it more than one time without impairing the safety. Examples for such elastically workable materials are different plastics or also metals. In this connection, it is only briefly indicated that the remaining components of the head restraint positioning mechanism can likewise be produced from plastic material or metal, depending on the requirement.

*Please insert the following subheading on page 9, prior to the second full paragraph, as shown below:*

#### BRIEF DESCRIPTION OF THE DRAWINGS

*Please insert the following subheading on page 9, prior to the seventh full paragraph, following the description of the drawing figures, as shown below:*

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

*Please amend the paragraph (section) beginning on page 11, at line 8, as shown below:*

The impact device 6 presents a ~~constructional~~ structural unit 10 with pressure-induced length variation, which is formed by an impact panel 12 with a convex curvature in the direction of the passenger, see Figure 4. The impact panel 12 extends essentially up to the clip-on shaft 38 and, opposite, up to the lower end 26 of the impact device 6, on which a pivot shaft 27 is connected to it. In the direction of the connection element 11, the impact panel 12 presents a decreasing width 13.